

Fuel Oil non-availibilty report

Name of Vessel: GLOBAL UNITY		Flag: MARSHALL I.		IMO Number: 9665542
(if other relevant registration # enter here) :				
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :				
VESSEL IS NOW ALONGSIDE ELEVATOR BERTH AT KALAMA, WA AND CONSUMING LSGO (<0.1% sulphur contents) SINCE JAN.01,2015 AT 00:00 LT				
Port of Origin:	KALAMA, WA	Date:	JAN 11, 2015	
Port of Destination:	BATANGAS, PHILIPPINES	First US port of Arrival:	KALAMA, WA	
Date vessel first received notice that it would be transiting in the N. American ECA:				NOV 26, 2014
Vessel's location at the time of notice:		INCHON, SOUTH KOREA		
Date/Time ship operator expects to enter N American ECA:		VESSEL OPERATING NOW WITHIN ECA		
Date/Time ship operator expects to exit N American ECA:		JAN 12, 2015 / 20:00 LT		
Projected days ship's main propulsion engines will be in operation within N American ECA:				1 DAY
Sulfur content of fuel oil in use when entering and operating in the N American ECA:				LSGO < 0.1% & LSFO < 0.91%
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:				
VESSEL COMPLIED WITH REGULATION WHILE ENTERING ECA. VESSEL ANCHORED ON JAN 23,2015 ON COLUMBIA RIVER AND SUPPLIED REQUIRED LSGO FOR ALMOST FULL CAPACITY. ALL MACHINERY CONSUMING SUBJECT FUEL SINCE JAN 01 AT 00:00 LT. DUE TO RESCHEDULED DEPARTURE TIME & TERMINAL REGULATIONS IT IS IMPOSSIBLE TO ARRANGE MORE LSGO PRIOR DEPARTURE. THEREFORE, THE VESSEL WILL NOT FULLY COMPLAY WITH REGULATION. NAMELY, ABOUT 75% OF THE TIME REQUIRED TO LEAVE ECA VESSEL WILL COMPLAY BUT IN 25% WON'T COMPLAY WITH REGULATION AND LSFO ABT. 0.9% CAN BE USED INSTEAD.				

Name of suppliers contacted:	Address:	Date of contact:
-	-	-
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:

If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:

FUEL AVAILABLE ON BOARD: LSFO (sulphur content 0.91%)

List below U.S. ports visited in the last 12 months:

If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:

Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a) Long Beach	May 07, 2014	YES	Report	Date	Port	Type of Fuel	Comments
b) Long Beach	Oct. 13, 2014	YES	1)				
c) Oakland	Oct. 19, 2014	YES	2)				
d)			3)				
e)			4)				

Ship Master Name:	SPYCHALSKI PIOTR	Ship Operator Name:	OLDENDORFF CARRIERS
Legal Agent in the U.S.:	CASCADE MARINE AGENCIES, LTD.	Ship Owner Name:	SARANTI SHIPPING

Name of designated Corporate Official:

Address (Street, City, Country, Postal Code):

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature

Print Name

Date

CHRISTIAN KLOOCK

11/12/2015